

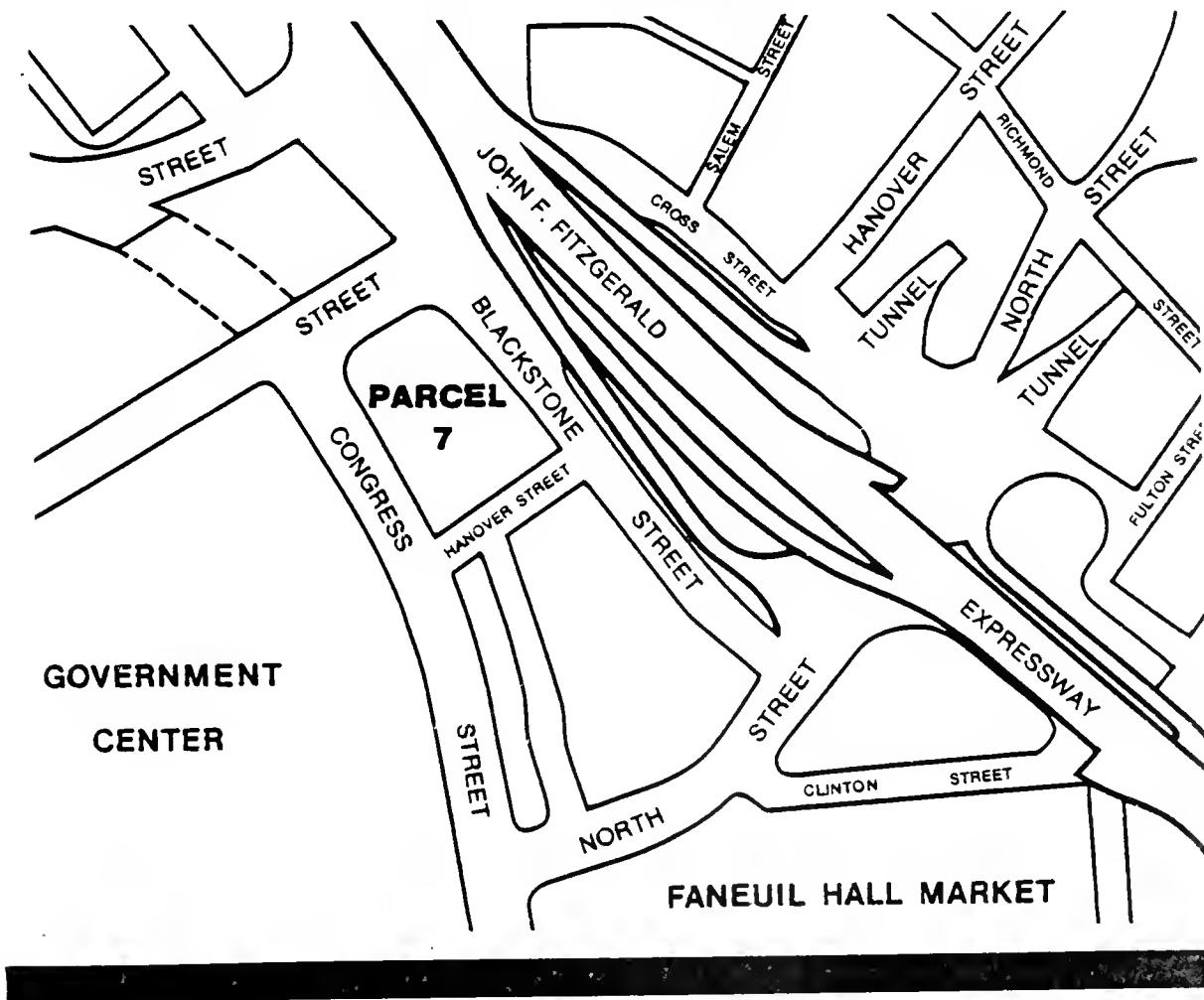
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DESIGN AND DEVELOPMENT GUIDELINES



Govt. Center
B65R
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Boston Redevelopment Authority

JUNE 15, 1981

PROCEDURES FOR THE DISPOSITION OF THE PARCEL

The overriding standard to be employed by the Authority in analyzing development proposals is the determination of maximum benefit to the City. The demonstrated experience, skill and financial strength of the development/design team is the most significant criteria.

The Authority's review will be in three stages:

1. Evaluation of the Letters of Interest and first-stage developer submissions as outlined below.
2. In the second stage, development teams which are, in the opinion of the Authority, qualified for further consideration, will be invited to make further detailed submission.
3. In the third stage, the finalists will then be asked to prepare a full architectural and financial submission.

At any time, the Authority may request additional information from any developer. It should be emphasized, however, that models will not be accepted until Stage 3 of the review process and will not be accepted in the Stage I July 15, submission.



For the first stage, the Boston Redevelopment Authority requests that the developer submits, no later than 5 P.M. on July 15, 1981, to Robert J. Ryan, Director, Boston Redevelopment Authority, City Hall, Room 925, One City Hall Square, Boston, Mass. 02201:

1. Letter of Interest, the developer submission, and \$5,000 check, drawn up to the order of or assigned to the Boston Redevelopment Authority. The Authority is under no obligation to earn interest. \$1,000 of the fee will be retained by the Authority for the processing of the submission. However, the remaining \$4,000 deposit shall be returned promptly to any unsuccessful applicants.
2. Legal and Financial Qualifications Information. Developers should submit completed HUD form H-6004, Redeveloper's Statement for Public Information, and Statement of Qualifications and Financial Responsibility.
3. Information on the type of development proposed, including proposed use(s), preliminary cost estimate, and gross and net rentable floor area in square feet. In addition, estimates for rents and real estate taxes should be on a net rentable per square foot basis. The Authority wishes to advise applicants that the property will be disposed of based upon a total consideration to be established by the Authority which will include land disposition reimbursements in accordance with federally assisted programs, as well as reimbursement of city acquired land and associated carrying cost. Developers will be advised of the total cost. However, except for imputed figures in your preliminary financing cost estimate, the price is not an element of this initial first stage submission. The development will be assessed and taxed by the City of Boston under normal real estate assessment procedures.
4. Diagrams and simple drawings sufficient to convey overall height, bulk, massing and distribution of uses of the proposal and the applicant's compliance with the enclosed development and design controls.

The Authority reserves the right to reject any and all proposals.

GUIDE TO DEVELOPMENT AND DESIGN

1. Location

- Within the Government Center Urban Renewal Project.
- Bounded by New Congress Street, New Sudbury Street, Southeast Expressway, Hanover Street.

2. Square Footage

| | |
|---------------------|----------------------------------|
| Subway easement | 16,000 square feet (below grade) |
| Sightline parcel | 16,200 " " |
| Unrestricted parcel | 25,700 " " |
| | <hr/> |
| | 57,900 |

3. Building Constraints

- Below grade subway easement is 16,200 square feet, Haymarket "T" Station.
- Sewer and drain line used by MBTA, can be removed and rebuilt by developer.
- The visual easement, which defines the sight line from Tremont Street and City Hall Plaza to the Old North Church, must be maintained.

4. Use

- Ground floor facades must have active, retail uses.
- Hotel use preferred on upper floors; other uses may be considered.
- A public commercial parking component is not permitted. Parking may be provided only for the uses within the parcel.

5. Design Guidelines

- Maximum height should approximate the height of the John F. Kennedy Building. The Authority may consider changes in the height based upon design considerations.
- F.A.R. shall not exceed 8.
- A base element of the building should cover as much of the site as possible including the area of the below grade subway easement and shall not be more than 42 feet in height in order to mask the expressway and to preserve the visual easement.
- Building height along Hanover Street shall be compatible with adjacent buildings in the historic Blackstone block. Therefore any building element shall be limited to a height of 40 feet for a depth of 25 feet from Hanover Street, and beyond said depth of 25 feet, to the line of visual easement area, the height shall not exceed the John F. Kennedy Building as indicated above.

(continued)

- Pedestrian arcades and other pedestrian amenities are desirable along the heavily traveled New Congress Street and Hanover Street.
- The entrance to the Haymarket M.B.T.A. Station must be considered an integral part of the parcel design.
- No open parking will be permitted, and all parking must be adequately screened from view.
- The only permitted exterior building materials will be masonry and glass.
- All landscaping and paving materials shall be of a high quality compatible with the Government Center Project.
- Any proposal must assure the ongoing activity of the "Pushcart Market" which operates on Friday and Saturday along Blackstone Street and that portion of Hanover Street east of Union Street; the design of this parcel can cause no adverse effects on this market.

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